NEW APPLICATION

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AZ CORP COMMISSION
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City of Phoenix
STREETS TRANSPORTATION DEPARTMENT

Arizona Corporation Commission
DOCKETED

AUG 26 2010

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Phoenix 2009
All-America City

August 23, 2010

Chris Watson
Arizona Corporation Commission
Office of Railroad Safety
1200 W. Washington St.
Phoenix, AZ 85007

RR-03639A-10-0355

RE: Lower Buckeye Road Paving & Storm Drain: 43rd Avenue to 35th Avenue
City of Phoenix Project No. ST85100145 – Application for Union Pacific Railroad Crossing Upgrade at Milepost 903.85

Dear Mr. Watson:

This letter is submitted to the Arizona Corporation Commission (ACC) as an application to request an upgrade to an existing Union Pacific Railroad (UPRR) crossing.

i. Location of Crossing

This City of Phoenix project located on Lower Buckeye Road, 43rd Avenue to 35th Avenue will improve from the existing 2 lane roadway to 5 lanes, 2 eastbound and 2 westbound lanes, and a continuous left turn lane, complete with curb and gutter. The UPRR and Lower Buckeye crossing is approximately 3,980 feet east of 43rd Avenue and 1,306 feet west of 35th Avenue. Representatives from the City of Phoenix, ACC, UPRR and TY Lin International (City of Phoenix consultant) attended a field meeting on May 18, 2009.

ii. Why the crossing is needed

The railroad crossing at Lower Buckeye Road is existing. This project is a roadway widening of the existing crossing.

iii Why the existing crossing can't be grade separated

With the proposed roadway improvements to Lower Buckeye Road, the location of the at-grade crossing remains unchanged. Lower Buckeye Road is bound by several industrial properties near the crossing. Proposing a grade separated crossing would eliminate all access to these properties.

iv. Type of warning devices to be installed

The warning devices for the eastbound and westbound traffic are as follows: gates with

flashing lights will be installed in the median and outside the roadway near the sidewalk; and railroad crossing warning signals will be installed in conformance with the provisions of the MUTCD, Part VIII Traffic Control Systems for Railroad – Highway Grade Crossings.

v. Type of warning devices currently installed at this crossing

The warning devices currently installed at this crossing are flashing light signal and automatic gates; Highway-rail grade crossing pavement markings; Advance warning sign (W10-1).

vi. Who will maintain the crossing warning devices

UPRR will own and maintain the crossing warning devices.

vii. Who is funding the project

This project is funded by the City of Phoenix.

If you have any questions or need additional information, please contact me at 602-534-1285 or thomas.fisher@phoenix.gov.

Sincerely,

Thomas Fisher
City of Phoenix Utility Coordinator

ARIZONA CORPORATION COMMISSION DATA REQUEST
LOWER BUCKEYE ROAD AND UNION PACIFIC RAILROAD CROSSING
CITY OF PHOENIX JOB ST85100145

1. Provide Average Daily Traffic Counts for each of the locations.

Lower Buckeye Road between 35th Avenue and 43rd Avenue:
2005 – 14,800 (Average Weekday Traffic)
2002 – 12,300 (Average Weekday Traffic)
1999 – 11,200 (Average Weekday Traffic)

2. Please describe the current Level of Service (LOS) at each intersection.

Existing traffic at the intersections of Lower Buckeye Road with 43rd Avenue and 35th Avenue seems to be operating adequately.

3. Provide any traffic studies done by the road authorities for each area.

No traffic studies have been done in the project vicinity.

4. Provide the population of the City the crossing is located in.

1,567,456 as of January 1, 2009

5. Provide what warning devices are currently installed at the crossing.

Flashing Light Signal and Automatic Gates
Highway-Rail Grade Crossing Pavement Markings
Advance Warning Sign (W10-1)

6. Provide distance in miles to the next public crossing on either side of the proposed project location. Are any of these grade separations?

Approximately 0.60 miles north-east (35th Avenue north of Durango Street)

7. How and why was grade separation not decided on at this time? Please provide any studies that were done to support these answers.

Railroad Overpass

The crossing is utilized by several property owners to the south of 43rd Avenue and a grade separated crossing would not allow servicing the property at XXX because it's directly south of Lower Buckeye Road.

There is minimal railroad right-of-way (50' to the north and 33' to the south) with no additional room to expand on either side. This would require the grade separated crossing to utilize retaining walls all the way which is costly.

The crossing is used by service trains (not main) and the cost of a grade separated crossing cannot be justified for this type of service.

Roadway Overpass

Lower Buckeye Road is bound by several industrial properties near the crossing. Proposing a grade separated crossing would eliminate all access to these properties.

8. If the crossing was grade separated, provide a cost estimate of the project.

N/A

9. Please describe what the surrounding areas are zoned for near this intersection. i.e. are there going to be new housing developments, industrial parks etc.

The area surrounding this crossing is 100% industrial.

10. Please supply the following: number of daily train movements through the crossing, speed of the trains, and the type of movements being made (i.e. thru freight or switching). Is this a passenger train route?

Number of daily train movements: One train per day at this time.
Speed of trains: Average of 10 MPH at this time.
Type of movements: Switching
Passenger train route: No.

11. Please provide the names and locations of all schools (elementary, junior high and high school) within the area of the crossing.

Name	Location	Grades	Distance from Crossing
Jack L Kuban Elementary	3201 W. Sherman St	PK-8	1.3 miles
Alfred F Garcia School	1441 S. 27th Avenue	PK-8	1.5 miles
Riverside Elementary	1414 S. 51st Avenue	PK-4	2.0 miles

12. Please provide school bus route information concerning the crossing, including the number of times a day a school bus crosses this crossing.

There are no school buses utilizing this crossing.

13. Please provide information about any hospitals in the area and whether the crossing is used extensively by emergency service vehicles.

Name	Location	Uses Xing Extensively	Distance from Crossing
Promise Hospital of Phoenix	1201 South 7th Avenue	No	3.4 miles
Banner Good Samaritan	1111 E. McDowell Rd	No	5.5 miles
St Lukes Medical Center	1800 E. Van Buren St	No	6.1 miles

14. Please provide total cost of the railroad improvements to each crossing.

$417,787.20

15. Provide any information as to whether vehicles carrying hazardous materials utilize this crossing and the number of times a day they might cross it.

For vehicular traffic with Hazardous material refer to City of Phoenix. .

16. Please provide the posted vehicular speed limit for the roadway.

45 miles per hour.

17. Do any buses (other than school buses) utilize the crossing, and how many times a day do they cross the crossing?

No buses utilize this crossing.

18. Please indicate whether any spur lines have been removed within the last three years inside a 10 mile radius of any crossings covered in this application. Please include the reason for the removal, date of the removal and whether an at-grade crossing or crossings were removed in order to remove the spur line.

No removal.

19. Please fill in the attached FHWA Grade Separation Guidelines Table, (from FHWA's 2007 revised second edition Railroad Highway Grade-Crossing Handbook, page 151) with a yes or no answer as to

whether each item applies. Also, please provide all information to support your answer of yes or no (i.e. vehicle delay numbers, any calculations that were performed to get the answers).

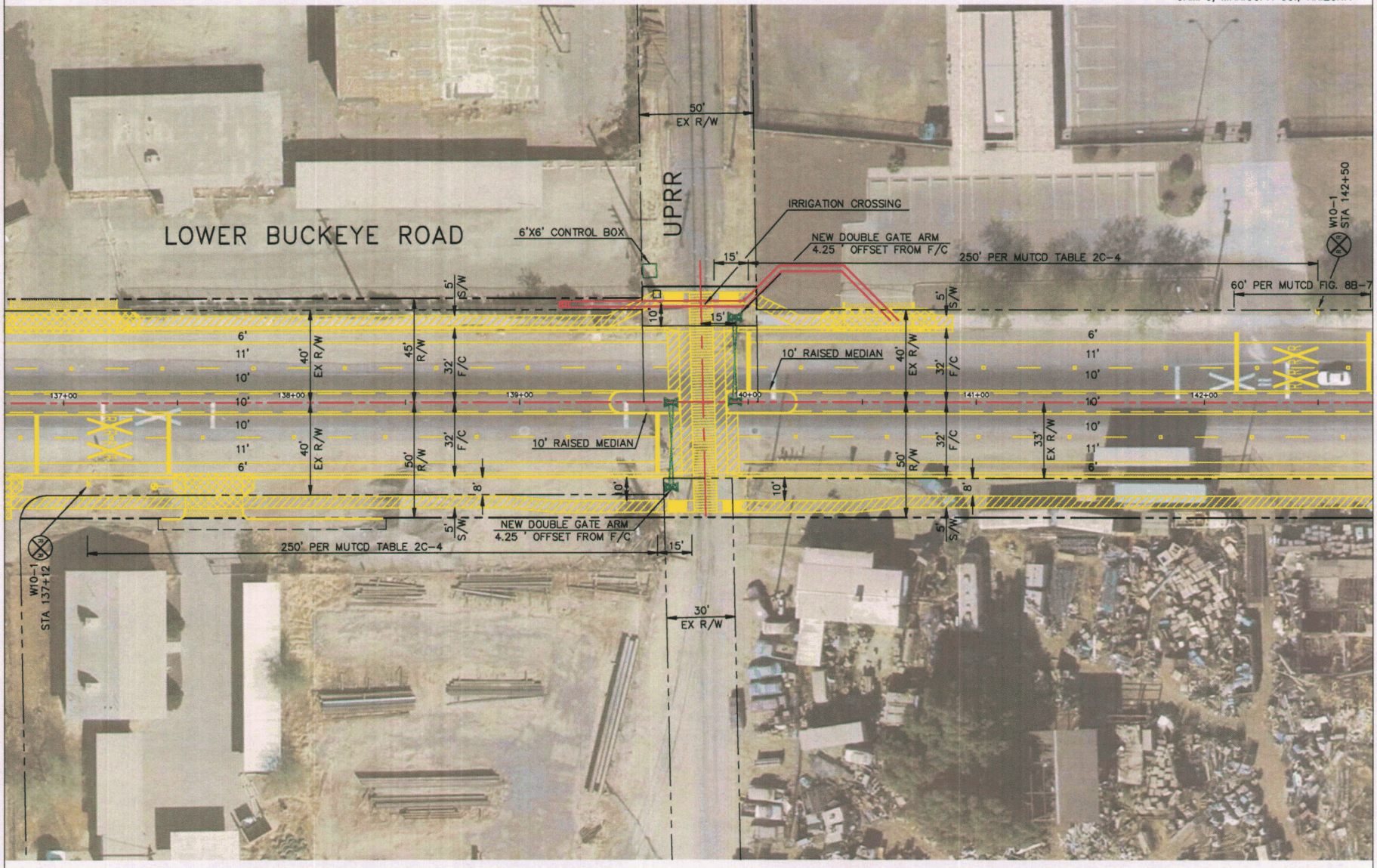
N/A

20. Based on the current single track configuration at the crossings specified by this application, please provide the current traffic blocking delay per train. Please indicate the time in which vehicular traffic is delayed (1) to allow the train to pass at a crossing and (2) due to trains stopped on the track for any purpose. The delay is measured from the point that the warning devices are activated at the crossing to the time after the train has cleared the crossing and the warning devices are reset.

No traffic delay has been experienced.

City of Phoenix
N

SCALE 1"=60'
UPRR MP 903.87, PHOENIX SUBDIVISION
CAMPO, MARICOPA CO., ARIZONA



JUNE 2010